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REPORT NO. [REDACTED]

TOPIC: Wiener Neustadt Airfield and Military Post 25X1

EVALUATION: [REDACTED] PLACE OBTAINED: [REDACTED] 25X1

DATE OF CONTENT: [REDACTED] 25X1

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REMARKS:

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1. On 25 August 1953, Wiener Neustadt (O 48/X 34) airfield was occupied by the following aircraft:
 - 24 MiG-15s, 2 biplanes, 1 single-engine aircraft with radial engine near the flight control station;
 - 9 MiG-15s along Badener Strasse;
 - 11 MiG-15s in the depression;
 - 12 Pe-2s along the western edge of the field.

At about 9 a.m., two MiG-15s landed at short intervals and then taxied to the dispersal area on the eastern edge of the field. There was a 4/10 overcast at an altitude of 2,000 meters and good visibility. At about 12:30 p.m., a biplane, probably a meteorological plane, landed at the field. The landing of this plane had already been repeatedly observed at the same time. No additional air activity was observed up to 3 p.m. An air sleeve was suspended between two poles near the flight control station and [REDACTED]

2. On 8 September, the following aircraft were observed at the field:
 - 44 MiG-15s at the previous dispersal areas; 17 Pe-2s, 2 biplanes, and 6 single-engine trainers with radial engines. Between 9 a.m. and 2 p.m., there was no air activity although the weather was favorable. One of the Pe-2s had no landing gear. Between this plane and the southernmost Pe-2 was the wreckage of another Pe-2. At the side, an unidentified object was burning developing large clouds of smoke. [REDACTED] the Pe-2s stored there were being stripped. This assumption was supported by the observation of a railroad car with iron scrap of Pe-2s at the railroad station of the pyrotechnic plant. No changes, maintenance work or other activity have been observed on the Pe-2s at the field for many weeks.
3. The following aircraft were observed at the field on 10 September:
 - 51 MiG-15s, including 24 near the flight control station, 12 at Badener Strasse, 6 at the corner of the woods, 6 in the depression and 3 in revetments near the western flight control station;
 - 2 single-engine monoplanes near the flight control station;
 - 4 single-engine aircraft with radial engines, including 2 near the flight control station, 1 at Badener Strasse and 1 in the depression;
 - 7 Pe-2s north of the western flight control station;

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1 Pe-2 fuselage and dismantled sections of Pe-2s north of the western flight control station. Between 9 a.m. and 1:30 p.m., there was intensive air activity by MiG-15s which mostly flew individually for 30 minutes duration. The aircraft took off from north to south.

aircraft were trucked to the take-off point with the towing device fitted at the nose wheel. Three MiG-15s practiced firing at a sleeve target towed by another MiG-15 at an altitude of about 1,000 meters. The following three methods of attack were observed:

- a. The attack aircraft which flew at the same altitude as the towing aircraft attacked from the side, then banked at an angle of 360 degrees and flew toward the side from where the attack had been made, and subsequently attacked another time.
- b. The attack aircraft which flew at the same altitude as the towing aircraft attacked from the side, then banked at an angle of 360 degrees, climbed to the opposite side, and subsequently made the next attack.
- c. The attack aircraft made a steep glide from an altitude of about 500 meters above the towing aircraft, attacked the sleeve target from the side, then banked at an angle of 360 degrees climbing to the opposite side to the altitude of about 500 meters above the target, and subsequently made another attack. At these exercises, the low speed was remarkable.

A radio truck with two rod antennas and another radio truck with a small cone-shaped antenna and a horizontal disk on the 6-meter-high antenna mast were observed at the take-off point at Badener Strasse. About 100 meters west of the radio trucks was a mobile flight control station and a trailer with a level surface on the roof. Dismantling work on Pe-2s apparently continued. The light of cutting torches was observed from the dispersal area of the aircraft. A railroad car loaded with iron scrap of wrecked Pe-2s was again observed at the railroad station of the pyrotechnic plant.

4. On 8 September,

The previously assumed underground fuel dump, with spur track to the pyrotechnic plant was definitely identified. The dump was fenced in, its entrance was guarded and there was a special watchtower. Railroad tank cars observed on the spur track in the area of the dump included 3 on 25 August, 2 on 8 September, and 2 on 10 September. The northern temporary buildings, apparently was not used as an air force central depot as assumed previously. The largest building was definitely identified as an open shed. A spare parts dump was definitely observed in the area of the pyrotechnic plant, adjacent to the road extending from the heath settlement to Bad Fischau. The low buildings of the dump were fenced in. The wings of a MiG-15 and two gray crates, each about 2.5 x 2 to 1.5 meters were observed there. Twelve shrapnelproof aircraft revetments located in N-S direction were observed west of the buildings near the western flight control station. The northern row of searchlights was removed.

5. On 10 September, the northern row of searchlights was again observed at its former location. The antenna mast with a cone-shaped bracing and a small van-like trailer with a plexiglass superstructure were located at the northern end of the row. Two new lines branched off from the long-wire antenna in the area of the western buildings and a radio mast with a cone-shaped bracing was observed there for the first time.

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[] the northern temporary buildings consisted of three sheds, similar to garages, which were open to one side each. Two low wooden buildings, two intact brick hangars, and between these hangars, aircraft crates, trestles and the wing of a MiG-15 were observed in the specially fenced-in terrain in the area of the pyrotechnic plant. No changes were observed on the other ground radio installations in the field area. No guns, radio installations or motor vehicles were seen in the eastern and southern AA gun emplacements. The southern AA gun emplacement was guarded by a sentry wearing red-bordered black epaulets. About 15 motor vehicles, including ambulance [] and trucks [] were observed in the area of the eastern garages.

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6. The following observations were made in the area of the Theresienfeld aircraft repair shop between 4 and 10 September:
- 4 September. A Li-2 with a [] stabilizing surface and 2 MiG-15s were parked in front of the hangar. One MiG-15 was observed in the hangar which is large enough for about 6 MiG-15s. A canvas-covered twin-jet bomber was parked at the eastern side of the hangars. The sight was obstructed by about 22 gray crates, each about 1.5 x 1.5 x 2 meters. Next to the crates was a small motor vehicle with a loading device.
- 8 September. A Li-2 without the left wing and 2 MiG-15s were parked in front of the hangar, 1 Il-28 without rudder assembly next to the hangar, and 4 disassembled MiG-15s were under repair in the hangar.
- 9 September. Truck [] occupied by 1 air force senior lieutenant, 6 EM and a gray crate, about 1 x 1 x 0.8 meters, of a machine tool, moved from the area of the aircraft repair shop to the tritol factory just east [] In the area of the factory, large quantities of round timber, straight timber and boards were stored and 4 trucks, 3 tank trucks and several rollers were parked. Truck [] loaded with boards proceeded from the factory toward the airfield. About 30 minutes later, truck [] loaded with two equally large crates and an unidentified device, left the factory and moved toward Vienna. A radar station north of the factory included a SCR-602 type set and a set with a frame antenna fitted with 2 sets of 3 dipoles each.
- 10 September. Between 8 a.m. and 9 a.m., the SCR-602 type radar set was not observed. Apart from the set with the frame antenna was a low wooden building with a rod antenna from which a cable extended to the factory. One officer wearing red-bordered black epaulets was observed in the area of the factory. There was little activity.

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7. The following observations were made in Wiener Neustadt:
- 25 August. The Nachrichten Kaserne apparently was not fully occupied by air force personnel. Two trucks, 1 van-like truck and 2 jeeps were parked in the barracks yard. [] The Artillerie Kaserne was also occupied by air force personnel. A rod antenna and an antenna with a cone-shaped bracing were observed on the barracks roof. A radio truck with a rod antenna, 2 trucks and 1 sedan were parked in the western section of the barracks yard. [] The cantonment west of Wiener Neustadt was guarded by sentries wearing red-bordered black epaulets. Fourteen trucks including 5 with AA machine guns and 6 with 37-mm AA guns were parked in the area of the cantonment.
- 10 September. A radio truck was observed under a lean-to roof in the western section of the yard of the Artillerie Kaserne. A rod antenna, about 1.5 meters high, was fitted on the lean-to roof and a wooden mast with another rod antenna was next to the roof. The previously observed radio installation and the lean-to roof in the eastern section of the yard were removed.

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8. The following observations were made at Wiener Neustadt airfield on 28 August and 29 September:

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28 August. The field was occupied by 41 MiG-15s, 8 Pe-2s and 1 single-engine aircraft with radial engine. At the beginning of nightfall, air activity was started by MiG-15s. The weather was cloudless and visibility good. A total of about 10 aircraft were engaged and made local individual flights of about 5 minutes duration. The take-offs were made at intervals of about 7 minutes. After the landing, the aircraft taxied under their own power to the dispersal area at Badener Strasse. During the air activity, the two rows of searchlights radiated red light upward to the north. The take-offs and landings were made in N-S direction. Each take-off was announced by the flashing up of two searchlights located on either side of the take-off strip. Subsequently, the roaring of the aircraft engine was heard and the aircraft took off. As soon as the aircraft was airborne, the two searchlights were switched off. When an aircraft approached from the direction of Sollenau and crossed Theresienfeld, another searchlight mounted on a truck beamed its light on the landing strip in the direction of the landing. Shortly before the plane touched ground, the previously mentioned two searchlights again flashed up. As soon as the aircraft taxied to a stop, the three searchlights were switched off. Air activity was discontinued between 8:10 p.m. and 8:40 p.m. At 8:20 p.m., a tank truck and a truck with a two-wheel trailer moved from the eastern garage to the aircraft dispersal area at Badener Strasse. Air activity continued until about 11 p.m.

29 September. Between 10 a.m. and 12:40 p.m., the same aircraft were observed at the field as on 28 August. There was a 4/10 overcast, a light southeasterly wind, and good visibility. At about 9:30 a.m., a formation of 5 MiG-15s practiced flying over the town. At 11:50 a.m., a MiG-15 with a sleeve target took off from south to north. Prior to the take-off, the sleeve target was attached to the aircraft on a rope about 300 meters long. Shortly after the take-off of the towing aircraft, five MiG-15s took off from south to north at short intervals. The towing aircraft flew curves at various altitudes, while the 5 MiG-15s attacked the sleeve target from above, below and from the sides. Each aircraft made one attack. After the attack MiG-15s had landed and taxied under their own power to the dispersal area on the edge of the woods, the towing plane released the sleeve target over the field and subsequently landed from north to south. The sleeve target was picked up by a jeep.

9. Five gray crates, each about 0.8x1.2 x2 meters, and a small crane were observed between the flight control station and the church. Ten trucks and 2 jeeps were parked in the area of the eastern garage installation. Two MiG-15s which were parked to the Pe-2s on the eastern edge of the field apparently were under repair. No changes were observed on the ground radio installations in the area of the field.
10. The Nachrichten Kaserne in Wiener Neustadt was occupied by air force personnel. Five trucks and an ambulance were observed in the billeting area. The Artillerie Kaserne was also occupied by air force personnel. One radio truck with a rod antenna was parked under a lean-to roof both at the western and eastern edges of the barracks yard. An antenna mast with a cone-shaped bracing was on the middle section of the barracks roof and a rod antenna was on the roof of the western section of the barracks installation. The cantonment west of Wiener Neustadt was occupied by soldiers with red-bordered black epaulets, including some with artillery insignia. Thirty trucks, 5 x 37-mm AA guns, and 10 AA machine guns were observed in the area of the cantonment.
11. On 4 September at about 4:15 p.m., U-MiG-15 [] was towed by truck: [] from the airfield to the hangar in Theresienfeld. The towing device which consisted of a steel tube structure was fitted between the lower edges of the wings and the upper edges of the landing wheels. Six Mi G-15s, 1 twin-jet aircraft, and a dismantled rudder assembly were observed in the area

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of the repair shop. No changes were observed in the occupation of the Nachrichten Kaserne. Trucks [redacted] were parked in the barracks yard and van-like truck [redacted] in front of the barracks installation.

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1. [redacted] Comment. Wiener Neustadt airfield is still occupied by two Soviet fighter regiments. The assumption that the Pe-2s at Deutsch Wagram, Aspern and Wiener Neustadt airfields are being stripped is confirmed by the present



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2. [redacted] Comment. This information again confirms the presence of an air force spare parts dump.

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